

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

June 9, 2017 ~ 9:00 AM

5510 Overland Ave, Room 271

San Diego CA, 92123

MINUTES

- I. Call to Order / Roll Call**
- II. Pledge of Allegiance**
- III. Items for Review**

SUBJECT	LOCATION	AREA	PLANNING/ SPONSOR GROUP
<u>SUPERVISORIAL DISTRICT 2</u>			
2-A. INTERSECTION REVIEW	LYONS VALLEY ROAD AT JAMUL DRIVE	JAMUL	JAMUL
2-B. SCHOOL ZONE REVIEW	BRABHAM STREET	RANCHO SAN DIEGO	VALLE DE ORO
<u>SUPERVISORIAL DISTRICT 5</u>			
5-A. WEIGHT LIMIT	LIVE OAK PARK ROAD	FALLBROOK	FALLBROOK
5-B. ALL-WAY STOP CONTROL	LOMAS SANTA FE AT SUN VALLEY ROAD	LOMAS SANTA FE	SAN DIEGUITO

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 9, 2017 **Item 2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Intersection Review

LOCATION: Lyons Valley Road @ Jamul Drive JAMUL (Thos. Bros. 1272 H-7)

INITIATED BY: DPW Traffic Engineering

REQUEST: Intersection Review

PROBLEM AS STATED BY REQUESTER:

As a result of the recently constructed casino in Jamul the community has expressed concerns regarding the impacts to surrounding roads and intersections, due to increased road volumes.

Existing Traffic Devices

Lyons Valley Road is a striped two-lane Through Highway that measures 40 feet wide at the intersection. There is edge striping along both sides of the roadway. This roadway is posted 45 MPH Radar Certified and is classified as a Rural Collector on the County General Plan Mobility Element Network.

Jamul Drive is a striped two-lane Through Highway that measures 30 feet wide where it intersects Lyons Valley Road, and is stop controlled where it tees into Lyons Valley Road. This roadway is posted 45 MPH Radar Certified and is classified as a Light Collector on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes

3/17

Lyons Valley Road	:	3,750 EB 3,810 WB
Jamul Drive		4,770 SB

Collisions

There have been two reported collisions at this intersection in the last 5 year 2 month period, 1-1-12 to 2-28-17.

Discussion

The Jamul Community Planning Group presented concerns about intersection sight distance and broadside crashes at this intersection. The community group requested a

review for road improvements and/or safety enhancements suggesting signalization and/or all-way stop, modified turn lane alignment, and upgraded warning signage

Staff indicated that this tee intersection currently has a stop sign only for southbound Jamul Drive. Regional changes have occurred in the area overall due to the new Hollywood Casino recently built. Today, the Jamul Drive stop sign is supplemented with a "CrossTraffic Does Not Stop" warning sign. The TAC mentioned that this warning sign indicates a previous effort to escalate notice of the tee intersection to the motoring public. Staff indicated that warrants for signalization from the California Manual on Uniform Traffic Control Device (CA MUTCD) are met at this intersection based on today's traffic measurements. Although the collision experience warrant is not met based on documented collision history, several of the CA MUTCD traffic volume warrants are met that indicate the likelihood of increased collisions.

The TAC discussed the opportunity to establish all-way stop at this intersection and the church driveway nearest to this intersection. The TAC recognized that the same volume warrants that support a traffic signal also support the CA MUTCD guidance for all-way stop at this location. Staff indicated that the adjacent driveway can be accommodated in both an all-way stop and a traffic signal configuration.

To provide a greater level of right-of-way assignment at the intersection, the TAC recommends adding this intersection to the Traffic Signal Priority List as a long-term solution and establishing an all-way stop intersection today as an interim safety enhancement measure for pedestrians, bicyclists, and all other road users accessing this intersection. Warranted traffic signals at intersections reduce the number and severity of collisions by controlling intersection access and properly posted all-way stop controls assure that reasonable drivers enter the intersection at a low speed and have more time to take heed of the traffic situation. The longer term of implementing a traffic signal solution can include a review of several intersection control options including signalization and roundabout.

Presently, Lyons Valley Road is classified as a Through Highway at this intersection. This recommendation, if approved, will require a Resolution to modify the classification of Lyons Valley Road as a Through Highway west and east, but not through, this intersection, and will require an all-way stop intersection Resolution.

Recommendation

The TAC recommends adding the intersection to the Traffic Signal Priority List and establishing an all-way stop intersection.

Necessary Board Action

Amend Traffic Resolution No. 299 relating to the establishment of all-way stop intersections in San Diego County and amend Traffic Resolution No. 305 relating to the establishment of through highways in San Diego County.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 9, 2017

Item 2-B

SUPERVISORIAL DISTRICT: 2

SUBJECT: School Zone Review

LOCATION: Brabham Street between Avenida Apolinaria and Via Rancho San Diego RANCHO SAN DIEGO (Thos. Bros. 1272-A-4)

INITIATED BY: DPW Traffic Engineering

REQUEST: School Zone Review

PROBLEM AS STATED BY REQUESTER:

The Vice Principal from Hillsdale Middle School contacted the County and requested that additional roadway assets be added to Brabham Street in front of the school, to give greater protection to the numerous mid-block crossers that are currently crossing without any regulatory devices present.

Existing Traffic Devices

The intersection of Brabham Street and Avenida Apolinaria to the west of the school is signalized and accommodates a large quantity of pedestrian crossers in the north/south direction. To the east is another signalized intersection, Brabham Street at Via Rancho San Diego. There are pedestrians using this intersection in the north/south direction however, in much smaller volume. Brabham Street is posted with a 35 MPH speed limit.

Collisions

There have been 14 reported collisions, eight of which involved injury and two of those eight involved pedestrians within this segment in the last 5 year 2 month period, 1-1-12 to 2-28-17.

Discussion

In response to the school zone traffic safety review request, staff met with school representatives in the field, performed a site reconnaissance, and obtained traffic and pedestrian measurements. Brabham Street is currently posted with a 35 MPH radar enforced speed limit. There are parking lanes and one lane of travel in each direction, separated by a two-way left turn lane in the middle. The school is located on the south side of the road between signalized intersections at Avenida Apolinaria to the west and at Via Rancho San Diego to the east. Existing school zone traffic control devices include a posted 25 MPH speed limit effective when children are present, a series of "No U Turn" regulatory signs on both sides of the road, and sets of yellow post mounted delineators to curtail inappropriate passing in the two-way left turn lane. Pedestrian activity was observed

during both morning arrival and afternoon dismissal periods. Staff indicated to the TAC that the arrival and dismissal periods demonstrated chaotic, long-lasting, traffic patterns and there is sufficient mid-block crossing activity to support the installation of a standard mid-block crosswalk with perhaps pedestrian activated in-pavement flashers.

A school representative attended the TAC meeting and indicated that the school was designed for 700 children but has a current enrollment of 1,500. Parents tend to park directly across the street from the school as the closest place to park, and although asked not to, they encourage their children to cross the street unsupervised instead of walking to the nearest signalized intersections to cross Brabham Street. The school representative indicated speeds are often well above 35 MPH and the 25 MPH limit is often disregarded.

Staff indicated that installing a red curb parking prohibition across the street would discourage parking but not alleviate the demand for short-cut crossing. The County Traffic Engineer (CTE) mentioned that a standard mid-block crosswalk, if installed near the school driveway, would encourage many of the pedestrians who currently cross at the nearby signals to use the mid-block crosswalk and pedestrian activity there would increase even more. The CTE indicated that there is a new traffic control device approved in the California Manual on Uniform Traffic Control Device (CA MUTCD) what can accommodate significant pedestrian activity at a currently unsignalized location. The device is called a pedestrian hybrid beacon that can be used in conjunction with a marked crosswalk. The device is superior to a mid-block crosswalk with in-pavement flashers because it provides a red signal for vehicles when crossing demand is present. Based on the pedestrian counts in this area and the prevailing speeds, the pedestrian hybrid beacon meets CA MUTCD guidelines for installation in this high pedestrian suburban location where its use is intended. The pedestrian hybrid beacon would operate similar to a temporary stop sign or signal and garners greater stop compliance.

In addition to the beacon option, the TAC discussed options such as fluorescent signs, adult/faculty supervision, rumble strips, oversized signage, and parking prohibitions. The TAC agreed that a parking prohibition would not eliminate crossing demand. Rumble strips would be expected to create more noise issues in this residential area than speed compliance. The school representative indicated that staff observes the crossings but will not position themselves in the road due to liability. School staff can be present at a new duty station if a regulatory beacon is approved and the school will educate parents.

The TAC recommends installation of a marked crosswalk with a pedestrian hybrid beacon to provide a superior crossing. These devices are expected to warn and control traffic at this unsignalized location to assist school zone and residential pedestrians in crossing Brabham Street at a presently unmarked crosswalk. A marked crosswalk with a pedestrian hybrid beacon provides a red signal and brings a higher rate of compliance on stopping traffic so pedestrians can cross much more safely. DPW staff will also review to replace existing school zone signage with fluorescent and oversize signage.

The Valle de Oro Community Planning Group was provided the opportunity to comment and did not provide input.

Recommendation

The TAC recommends installation of a marked crosswalk with a pedestrian hybrid beacon.

Necessary Board Action

Support installation of a marked crosswalk with a pedestrian hybrid beacon.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 9, 2017

Item 5-A

SUPERVISORIAL DISTRICT: 2

SUBJECT: Bridge Weight Limit

LOCATION: Live Oak Park Road/San Luis Rey Tributary
FALLBROOK (Thos. Bros. 1028-B2)

INITIATED BY: DPW Traffic Engineering

REQUEST: Bridge Weight Limit Review

PROBLEM AS STATED BY REQUESTER:

County Bridge No. 5C-0709, on Live Oak Park Road in Fallbrook was posted with Bridge Weight Restrictions in 2010 for both directions of travel.

The County has performed some temporary repairs to County Bridge No. 5C-0709. These repairs are designed to strengthen and are projected to hold until the replacement bridge is constructed. The Structural Evaluation rating is now a 6 where as it was 2 before.

The condition assessment/structural evaluation rating is now based on the new 2013 Bridge Element Inspection Manual as defined in the Moving Ahead for Progress in the 21st Century (MAP-21) Highway Bill. Ratings based on the new guidelines generally result in a higher appraisal value.

The weight restriction on this County Bridge is no longer necessary due to the repairs made on it and the increased Structural Evaluation rating.

Existing Traffic Devices

Live Oak Park Road is a roadway where County Bridge No. 5C-0709 is located, at approximately 160 feet southwest of Gum Tree Lane. It is posted with signs that inform the motoring public of the weight restrictions when using this bridge as a means of travel. This roadway is unclassified on the County General Plan Mobility Element Network.

Discussion

A DPW Structures representative attended the TAC meeting and indicated that the Board of Supervisors, following a DPW Structures staff and TAC recommendation, added a weight restriction for this bridge on May 19, 2010, based on inspections made by the State of California. The representative indicated that repairs made to this bridge over a San Luis Rey River Tributary on Live Oak Park Road near Gum Tree Lane have resulted in a higher structural rating as indicated by the most recent State of California inspection and the weight restriction can be lifted. Further, the representative indicated that the bridge is scheduled for overall replacement in 2018.

The TAC recommends repealing the bridge weight restriction as it will provide shorter travel times and distances for large commercial vehicles moving goods on County Maintained Roads in the area who currently have to choose separate routes. Staff will remove all bridge weight limit and advance warning signage.

The Fallbrook Community Planning Group was provided the opportunity to comment and did not provide input.

If approved, this item will require an ordinance repealing Section 72.215.7 of the County Code of Regulatory Ordinances relating to weight and speed limits on bridges.

Recommendation

The TAC recommends repealing a weight restriction for County Bridge No. 57C-0709 over the San Luis Rey River Tributary.

Necessary Board Action

Repeal ordinance Section 72.215.7. of the San Diego County Code relating to weight and speed limits on bridges in the County Of San Diego.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 9, 2017

Item 5-B

SUPERVISORIAL DISTRICT: 5

SUBJECT: All-Way Stop/Trail Crossing

LOCATION: Lomas Santa Fe Drive @ Sun Valley Road LOMAS
SANTA FE (Thos. Bros. 1167 J-7)

INITIATED BY: DPW Traffic Engineering

REQUEST: All-Way Stop/Trail Crossing review

PROBLEM AS STATED BY REQUESTER:

The County of San Diego Parks and Recreation made a recommendation for a realignment of an existing Trail. The proposed crossing will be at the intersection of Lomas Santa Fe Drive and Sun Valley Road. In order to provide a protected/controlled crossing for the Trail users at the intersection, it is also requested that it become all-way stop controlled.

Existing Traffic Devices

Lomas Santa Fe Drive is a striped two-lane Through Highway that measures 38 feet wide at the intersection. There is edge striping along both sides of the roadway. This roadway is posted 50 MPH Radar Certified and is classified as a Collector on the County General Plan Mobility Element Network.

Sun Valley Road is a striped two-lane Through Highway that measures 30 feet wide where it intersects Lomas Santa Fe Drive. It is stop controlled where it tees into Loma Santa Fe Drive. This roadway is posted 50 MPH Radar Certified and is unclassified on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes

3/17

Lomas Santa Fe Drive	:	5,310 EB 4,890 WB
Sun Valley Road		970 NB

Collisions

There have been no reported collisions at this intersection in the last 5 year 2 month period, 1-1-12 to 2-28-17.

Discussion

Today, the trail crossing is located on Lomas Santa Fe Drive near a bend in the road. Due to roadway curvature, lines-of-sight are limited between crossers and motorists at the north

side. A Parks representative indicated there was a recent equestrian related collision where a northbound horse with rider was struck by a westbound vehicle. The Parks representative indicated that the current crossing location is a convenient crossing point for area residents as other crossing locations represent out-of-direction trail riding. The representative also indicated that to better serve area riders, a new multi-use trail has been developed and cleared on the south side of Lomas Santa Fe Drive between the existing crossing location and the intersection of Sun Valley Road to the east. In conjunction with this review, Parks is requesting a review for establishing an all-way stop at the intersection of Lomas Santa Fe Drive and Sun Valley Road.

The TAC discussed the tee intersection of Lomas Santa Fe Drive and Sun Valley Road. Today, Sun Valley Road is the stem of the tee intersection and has a stop sign for northbound traffic. Lomas Santa Fe Drive is the through movement at this intersection and has a radar enforced 50 MPH speed limit. Based on its current alignment and usage, the intersection presently does not meet traffic volume or collision experience guidelines to support establishing an all-way stop intersection.

Staff indicated that the Sun Valley Homeowners Association supports enhanced traffic control at the intersection and was concerned about queueing at a new all-way stop intersection. Staff indicated that queueing would be minimum as most cars would stop and move directly east and west at the location.

The County Traffic Engineer indicated that he could support an all-way stop at that location since the recently developed trail on the south side of the road has effectively made the intersection a designated trail crossing and the California Manual on Traffic Control Devices provides options for all-way stop for pedestrian generators and that crossing at a controlled intersection is better than mid-block for higher speed roads.

The Bicycle Coalition representative stated that there is an existing all-way stop directly west of this location at Highland Drive and an all-way stop would provide two back-to-back all-way stops. The representative indicated that all-day traffic would likely be stopping unnecessarily for limited day use trail crossings and not for steady vehicular traffic and was concerned about stop sign non-compliance.

The TAC discussed operational measures in lieu of all-way stop including flashing beacons and crosswalk markings. Ultimately, the TAC recommended relocating the mid-block equestrian trail crossing on Lomas Santa Fe Drive near La Floresta (private road) to the intersection of Lomas Santa Fe Drive and Sun Valley Road and installing a marked crosswalk. Relocation would include Parks closing the crossing access on both sides of the road at the existing crossing location. Further, staff will install enhanced multi-use trail crossing traffic control devices at the crosswalk such as a rectangular rapid flashing beacons with pedestrian/rider activated push buttons to enhance crossing maneuvers, as well as advance warning signs. DPW staff indicated that this work can be accomplished within 120 days of Board approval of this item and staff will report back to the committee on the effectiveness of the installations. These actions are expected to provide a multi-use trail crossing at a location with superior lines-of-sight and enhanced notification to the motoring public at a more suitable crossing location that matches motorist expectations for a crossing.

The San Dieguito Community Planning Group was provided the opportunity to comment and did not provide written input.

A representative from the community planning group attended the meeting and mentioned

that the speed limit to the west of this location within the City of Solana Beach is 40 MPH and that an adjacent speed limit on Linea Del Cielo east of this segment has a 35 MPH speed limit. The representative inquired whether the 50 MPH speed could be reviewed following implementation. Staff indicated that speed measurements will be collected following implementation to review Lomas Santa Fe Drive for a speed downzoning.

Recommendation

The TAC recommends relocating a mid-block trail crossing near La Floresta to the intersection of Lomas Santa Fe Drive and Sun Valley Road and providing a marked crosswalk.

Necessary Board Action

Support the relocation of a mid-block trail crossing near La Floresta to the intersection of Lomas Santa Fe Drive and Sun Valley Road and provide a marked crosswalk.